



# The China Mail.

ESTABLISHED 1845

MILK, MAID  
STERILIZED  
NATURAL  
MILK.  
IS  
PURE FRESH  
COWS' MILK.

No. 16,126.

號二十月正年五十壹百九千壹英

HONGKONG, TUESDAY, JANUARY 12, 1915

寅甲戌年四國民華中

PRICE, \$8.00 Per Month

## THORNE'S

No. 4,  
OLD VAT  
SCOTCH  
WHISKY.

As supplied to the House  
of Lords and House of Com-  
mons.

A. S. WATSON & Co., Ltd

WINE & SPIRIT MERCHANTS  
ALEXANDRA BUILDING, Hongkong.

DR. YAMAZAKI  
SURGEON DENTIST.

HAS RETURNED from JAPAN and  
may be consulted daily at  
34 Queen's Road.

(CORNER OF FLOWER STREET).

Tel. No. 1362.

Hongkong, December 8, 1914. 1277

## THE 'CHINA MAIL'

### NOTICE.

Communications relating to news should  
be addressed to THE EDITOR.  
Correspondents must forward their  
names and addresses with any communica-  
tion addressed to the Editor, not necessarily  
for publication but as evidence of good  
faith.

All matter for publication should be  
written on one side of the paper only.

Letters relating to business should be  
addressed to THE MANAGER.

Rate of subscription to 'China Mail' is  
\$36 per annum; per quarter and per month  
pro rata.

The 'China Mail' is delivered free to  
subscribers in Hongkong and Kowloon.

Postage is charged at the rate of fifty  
cents per month.

Orders for extra copies of the 'China  
Mail' should be sent as soon as possible as  
the supply is limited. Cash 10 cts., Credit  
50 cts., per copy.

Rate of subscription to the 'Overland  
China Mail' is \$12 per annum; postage  
\$1 per annum extra. Single copies twenty  
cents each.

Alterations and additions to advertise-  
ments on Pages 2, 3, 6, and 7 should  
be sent to the Office, No. 5, Wyndham  
Street, not later than 11.30 a.m.

Alterations and additions to advertise-  
ments on pages 1, 4, 5 and 8 should be  
sent not later than 1 p.m.

New Advertisements should be sent in  
before 2 p.m.

Advertisements and Subscriptions which  
are not ordered for a fixed period will be  
continued until countermanded.

Telegraphic Address 'Mail' Hongkong.  
Code A.B.C. 5th Edition.  
Telephone No. 22.

## THE CHINA MAIL, LIMITED.

### PLEA FOR THE SHORT RECRUIT.

The 'British Medical Journal' discusses  
the value of little men in war. After  
stating its belief that 50,000 recruits have  
been lost in the last few weeks owing to  
the present height standard, the journal  
goes on to say: 'Not a little is to be said  
in favour of short infantry. Short men  
occupy less room in transport, they find  
cover more easily, and offer a smaller mark  
to bullets and shrapnel; they are better  
sheltered in trenches, and require to dig  
less deep trenches to protect themselves.  
It takes less khaki to clothe them and less  
leather to boot them.'

'The Army blanket covers them more  
amply, and they need less food than tall  
men to keep up their body heat and  
maintain their marching energy. Those  
who stand the rigours of cold climates are  
not always big men. As to those who  
burrow in the trenches how can it matter  
whether they are 4ft. 6in. or 5ft 6in.? We  
are not out for a show and a parade, but to  
win a war of sieges and attrition.'

### INSURED ADVERTISING.

An interesting experiment was in-  
augurated by the New York Tribune  
simultaneously with the opening of the  
Federal Reserve Bank that are expected  
to open the floodgates of prosperity. It  
consists of a guarantee on the part of the  
Tribune to every reader against loss or  
dissatisfaction through the purchase of any  
ware advertised in its columns.

## BUSINESS NOTICES.

### CAFE AU LAIT

Coffee & Milk as served in France but made in England.  
**MILKMAID BRAND.**  
Best Coffee, luscious Dairy Milk, refined Sugar, all in correct  
proportions—and only hot water needed to make a perfect  
beverage that is  
**WARMING—INVIGORATING—SUSTAINING.**  
Now's a splendid time to try it.  
NO EXTRA MILK.  
NO EXTRA SUGAR.  
NO TIME.  
NO TROUBLE.  
NO WASTE.  
SERVANTS CANNOT SPOIL IT.  
If there is any difficulty in preparing



please write to  
MILKMAID DEPOT, P.O. 781, Hongkong,  
giving name and address, and enclosing 5 cents, and a trial tin  
enough for 3 cups will be sent free.  
Sold at all Stores 45 cents per large tin.

## W. S. BAILEY & Co., Ltd.

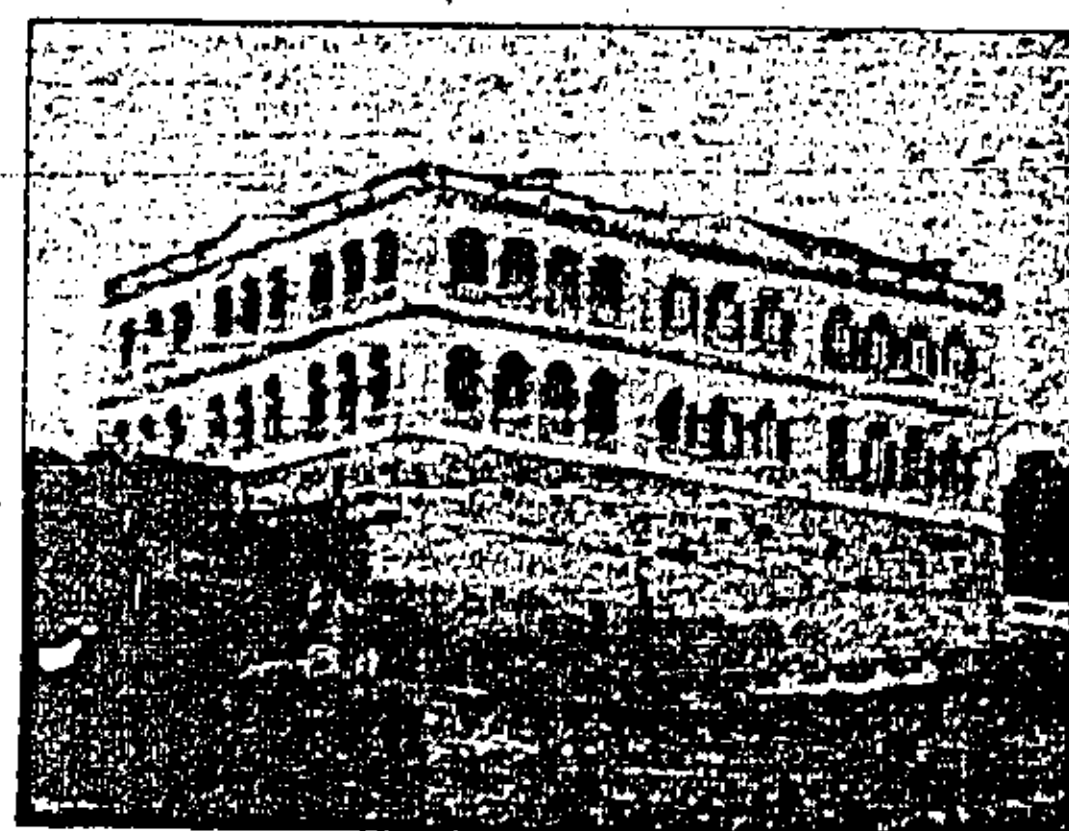
### Kowloon Bay

#### SHIPBUILDERS AND REPAIRERS.

VESSELS IN STEEL OR WOOD, STEAM OR MOTOR DRIVEN, TUGS  
BARGE, STEAM OR OIL LIGHTERS, LAUNCHES,  
MOTOR YACHTS AND HOUSEBOATS.

ROOFS, BRIDGES, STEEL BUILDINGS AND CONSTRUCTION WORK.  
SMART STEAM LAUNCH FOR SALE OR HIRE.  
SOLE AGENTS FOR KELVIN MOTORS.

### BÔA VISTA HOTEL



### MACAO

THE above HOTEL is now under new EUROPEAN MANAGEMENT. Tourists  
and Visitors guaranteed every comfort and an excellent cuisine. Best attention  
and moderate rates.

For Particular Apply to

THE MANAGER.

### NOTICE.

M. R. PEDRO BOTELHO has this Day  
been admitted as a Partner in our  
Firm.

BOTELHO BROS.

Hongkong, January 1, 1915. 15

### NOTICE.

WE beg to inform the public that the  
Turco-Egyptian Tobacco Store, in  
the old Post & Telegraph Building, will in future  
be known as the GRAECO-EGYPTIAN  
TOBACCO STORE.

Hongkong, Jan. 9, 1915. 14

## CHEN KWONG & Co., Ltd.

### GENERAL IMPORT & EXPORT.

### CANTON

#### LARGE WHOLESALE & RETAIL STORE.

FURNITURE, Draperies, Groceries,  
Foot and Shoes.

Makers of Jewellery, Lacquered,  
Crockery Ware.

Iron-mongery, Wine and Spirits.

Foreign Clothes for gentlemen made to  
order by our own tailors.

Large assortment of Chinese Silks and  
Foreign Goods of every description.

All goods sold at reasonable Prices.

The Cheapest and Best place in Canton &  
Hongkong to buy Chinese and Foreign  
Goods.

SUP. PAT. POO STREET.

CANTON and

No. 237 239 Des Vaux Road.

and No. 124, Cross Street, Road Central.

Tel. No. 811. Hongkong.

If you happen to be late your meals will  
be Courteously and Promptly served  
for the Same. Only at the ALEXAN-  
DRA CAFE.

## SINGON & CO.

ESTABLISHED A.D. 1880.

IRON STEEL METAL and HARD  
WARE MERCHANTS. Wholesale  
and Retail Ironmongers, Pig Iron and  
Foundry Coke Importers. General Store-  
keepers and Shipcharters. Nos. 35 and  
37, Hing Loong Street, (2nd Street, west  
of Central Market) Telephone No. 515.  
Hongkong, September 4, 1915.

## PEAK TRAMWAYS COMPANY, LIMITED

### TIME TABLE.

WEEK DAYS.  
1.00 a.m. to 6.00 a.m. Every 15 minutes.  
8.00 a.m. to 10.00 a.m. Every 10 minutes.  
10.00 a.m. to 11.00 a.m. Every 15 minutes.  
11.30 a.m. to 12.45 p.m. Every 15 minutes.  
12.45 p.m. to 1.15 p.m. Every 10 minutes.  
1.15 p.m. to 1.45 p.m. Every 10 minutes.  
1.45 p.m. to 2.15 p.m. Every 10 minutes.  
2.15 p.m. to 5.00 p.m. Every 10 minutes.  
5.00 p.m. to 8.30 p.m. Every 15 minutes.  
NIGHT CARS.  
8.50 p.m. and 9 p.m., 9.30 p.m. to 11.00  
p.m. every half hour.  
11.00 p.m. to 11.45 p.m. every quarter of  
an hour.  
SUNDAYS.  
7.45 a.m. to 10.30 a.m. Every 15 minutes.  
10.30 a.m. to 11.00 a.m. Every 10 minutes.  
11.30 a.m. to 12 Noon. Every 15 minutes.  
12 Noon to 1.00 p.m. Every 10 minutes.  
1.00 p.m. to 5.00 p.m. Every 15 minutes.  
5.00 p.m. to 6.00 p.m. Every 10 minutes.  
6.00 p.m. to 7.00 p.m. Every 15 minutes.  
7.00 p.m. to 8.10 p.m. Every 10 minutes.  
NIGHT CARS as on Week Days.

### SATURDAYS.

Extra Car at 12 midnight.

SPECIAL CARS by arrangement at the  
Company's Office, ALEXANDRA BUILDING,  
Des Vaux Road Central.

JOHN D. HUMPHREYS & SON,  
General Managers.

## BUSINESS NOTICES.

## THE TAIKOO DOCKYARD AND ENGINEERING CO. OF HONGKONG, LTD.

TAIKOO DOCKYARD, HONGKONG.

SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS, FORGE-  
MASTERS, BRASS AND IRON FOUNDERS, CONSTRUCTIONAL,  
ELECTRICAL AND MECHANICAL ENGINEERS.  
WELDING AND CUTTING OF METALS BY OXY-ACETYLENE  
AND ELECTRIC SYSTEMS.  
Estimates given for quick construction and repair of Ships, Engines, Boilers, Railway  
Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work.

DRAVING DECK 78' x 88' x 3.8'

Pumps empty Dock in 2-3/4 hours.

THREE PATENT SLIPWAYS—bearing vessels up to 3,000 tons displacement,  
providing conditions for repairing ships with most efficient results.

100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES

throughout the Shops ranging up to 100 Tons.

6-Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes, Rivets, etc.

AGENTS FOR—

JOHN I. THORNYCROFT & CO., LTD.

PETROL & KEROSENE MARINE MOTORS 7-1/2 to 150 H.P.

As supplied to the British Admiralty and War Office.

MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUNBOATS,

LAUNCHES, HOUSEBOATS & PLEASURE CRAFT OF EVERY

DESCRIPTION.

MOTOR PUMPING & LIGHTING SETS, MOTOR VEHICLES, etc.

Dockyard Manager can be seen between the hours of 11 a.m. and 12 noon at the

Town Office.

BUTTERFIELD & SWIRE.

HONGKONG, CHINA AND JAPAN AGENTS.

Telegraphic Address:—TAIKOODOCK. Telephone No. 212.

## HONGKONG TURKISH BATH & TOILET CO., LD.

NOW OPEN  
LADIES DAYS MONDAYS AND TUESDAYS

### CHARGES—

Turkish Bath - - - - - 13

Electric Bath - - - - - 3

Complete Body Massage - - - - - 2

Simple Bath - - - - - 75 cts.

FOR MEDICAL BATH DOCTORS' PRESCRIPTION WANTED.

SPECIAL PRICES FOR VOLUNTEERS.

13 QUEEN'S ROAD CENTRAL, HONGKONG. J. D. SOPIESS, Manager.

## LIPTONS

No. 1 Tea 95 cts. per lb. Foochow Buds 80 cts. per lb.

Our own Special Blend of India & China Teas

85 cts. per lb.

Roasted & Ground daily the best Java Coffee

75 cts. per lb.

For absolutely the best Cup of Tea, Coffee, Cocoa; also Scones, Cakes &c.

procureable in Hongkong—to be obtained only at

## THE ALEXANDRA CAFE

LADIES CLOAK ROOM

## THE HONGKONG HOTEL

### GRILL ROOM

J. H. TAGGART.

MANAGER.

## PEAK HOTEL

ADIRABLY SITUATED AT VICTORIA GAP.

Adjoining the Tramway Terminus, 1,400 feet above Sea Level

A FIRST-CLASS FAMILY, RESIDENTIAL AND TOURISTS' HOTEL.

Telephones in all rooms, First-class Cuisine, Lounge, Smoking and Ladies' Rooms,  
Roof Garden.

Terms—From \$5 per day Max.

Telegraph Add: 'Peakful.'

P. O. PEUSTER  
Manager.

## GRAND HOTEL.

A FIRST CLASS AND UP-TO-DATE HOTEL, most central location within  
the vicinity of all the principal Banks.

Noted for the Best Food, Refreshments, Accommodation and Cleanliness. Cuisine  
under European Supervision. A First Class string Orchestra renders selections from  
5.30 p.m. to 11.20 p.m.

Special monthly terms for residents and for Shipping people.

For further particulars apply—

Telephone 127. Telegraphic Address:—'COMFORT.'

Manager

## BUSINESS NOTICES.

## GREEN ISLAND CEMENT CO., LD.

## Portland Cement

In Casks of 375 lbs. net

To Bags of 250 lbs. net

## Shewan, Tomes & Co.

GENERAL MANAG.

## CRUICKSHANK'S COUGH BALSAM.

A VALUABLE REMEDY FOR COLDS, BRONCHITIS, ASTHMA AND  
ALL DISEASES OF THE CHEST AND LUNGS.

PRICE \$1.00 Per Bottle

## MARTIN'S MIXTURE.

A SPECIFIC FOR INFLUENZA, HAY FEVER, COLD IN THE HEAD.

PRICE \$1.00 Per Bottle

## VICTORIA DISPENSARY.

## THE HONGKONG ROPE MANUFACTURING Co., Ltd.

Established 1883

MANUFACTURERS OF

## PURE Manila ROPE

|                                       |  |   |
|---------------------------------------|--|---|
| STRAND<br>1" to 15"<br>CIRCUMFERENCE. | CABLE LAYED<br>5" to 15"<br>CIRCUMFERENCE. | 4 STRAND<br>3" to 10"<br>CIRCUMFERENCE. |
|---------------------------------------|--|---|

Oil Drilling Cables of any size up to 3,000 feet in length.

Prices, Samples and full particulars will be forwarded on application to

Shewan Tomes & Co., General Managers.

Hongkong, April 11, 1911.

501

## "MUMEYA"

"While-you-wait" Photography

JUST ARRIVED FROM JAPAN A FULLY QUALIFIED ARTIST WITH  
APPARATUS AND MATERIALS WHICH CAN FINISH  
IN AN HOUR

PRICE 2.00 per 3 pcs. for Post Card.

No. 81 Queen's Road Central.

TELE. No. 254.

675

## THE KWONG HIP LUNG CO., LTD.

(NOW RECONSTRUCTED.)

ENGINEERS and SHIPBUILDERS, BOILER-MAKERS, BRASS and IRON  
FOUNDERS. All work done in this establishment is guaranteed. We have  
over thirty years' experience. We own two Slipways and can accommodate any craft  
of 200 tons tons.

Town Office, 48, CONNAUGHT ROAD CENTRAL, Hongkong. Telephone No. 455.  
Shipyard, Sham-Sai-Po, Kowloon, Hongkong. Telephone No. K 9.  
Estimates furnished on application.

WONG PING WA, Manager.

Hongkong, April 1, 1912.

## Bournville

The "COCOA de Luxe"

HIGHEST GRADE  
BRITISH MADE



"BOURNVILLE COCOA represents the  
highest grade of nutritive cocoa at present on  
the market; it fully maintains its high reputa-  
tion in food value and delicacy of flavour, and  
is second to none in any respect whatsoever."  
Medical Magazine, March, 1912

## CADBURY'S CHOCOLATES

In Tins and Fancy Boxes

Specially Packed for Export

FROM "THE FACTORY IN A GARDEN," BOURNVILLE, ENG.

Hongkong, Dec. 11, 1907.











The Most Refreshing Perfume.  
Sweet Lavender!  
**WATSON'S SPECIALITIES:**  
Ye Old English Lavender Water.

A Delightful Perfume.  
Lavender Talcum Powder.

Fine, Refreshing, Luxurious. For Toilet and Nursery.  
Ye Old Mitcham Lavender Soap.

Superfine Quality. An Ideal Soap for Sensitive Skins.

**A. S. WATSON & CO., LTD.**

Chemists by Appointment to H.E. the Governor.  
The Hongkong Dispensary and Kowloon Dispensary.

**WM. Powell**  
LTD.

ANNUAL SALE

Now  
Proceeding

REDUCTIONS

Ladies' & Children's  
GOODS

WM. Powell, Ltd.

THE DIARY.

General Memoranda.

Friday & Saturday, Jan. 15 & 16:—

2.30 p.m.—Auction of Valuable Chinese

Porcelains, Brasses, etc., at Messrs.

Hughes and Hough's.

Friday, January 16:—

H.K. Cricket Club v. Civil Service on

O.S. ground.

Friday, January 23:—

Entries close for the Races.

Friday, January 30:—

6 p.m.—Garden Fete in the grounds of

the H.K. University.

**E. EDWARD DISPENSARY,**

**RAMMING & Co., Ltd.**

Chemists and Druggists.

**EAT REDUCTIONS IN**

**PRICES.**

DESCRIPTIONS ACCURATELY

DISPENSED.

Drugs, Patent Medicines, &c.

QUEEN'S ROAD, HONGKONG.

Phone 22, 1213.

to which their reliance upon Prussian  
swagger has brought them. Far  
better for the rest of Germany had  
they turned against their barbarous  
province and left it for what has it  
been to them but an insidious and  
destructive parasite. Germany, mis-  
understanding Prussia, has also more  
fully understood the British Empire  
and France. What the Germans—  
all Germans evidently—did not know  
was that underneath the plastic  
appearance of the British Empire was  
not weakness, but a strength that was  
as adamant, founded upon traditions  
of liberty striven for and firmly  
established in the way best likely to  
make it enduring. But how could a  
nation such as the German nation,  
composed of masses that are  
dragged by a comparatively small  
class of military tyrants understand  
a nation such as the British  
which Macaulay wisely stated is com-  
posed of an aristocracy the most  
democratic in the world and of a  
democracy the most aristocratic. The  
Germans, compared with the British,  
are a nation of slaves composed of  
petty states that until two genera-  
tions ago were too unenlightened to  
cease quarrelling among themselves  
and amalgamate for their common  
good.

Having at last gathered  
together the "German clank," they  
were so puffed up with themselves  
that they have since performed such  
fantastic tricks before high heaven as  
must have made the angels weep  
and of the French nation what they  
do they know? How can a nation  
such as the German nation understand  
the case brilliantly intellectual people  
of Europe—a nation of true culture  
that has ever been foremost in the  
acceptance of ideas and their pro-  
pagation in the face of any form of  
opposition. As little also do the  
Germans know of the depths of  
national feeling that animates and  
advances the vast masses that make  
up the great Russian nation. Ger-  
many's error, in short, like Prussian  
conceit, are astounding; and until  
they realise that they have been the  
dupes of Prussian barbarism there is  
no hope for them. However, what  
they probably cannot do for them-  
selves is being done by the Allies, for  
slowly but with certainty Prussian  
military tyranny is being undermined  
and destroyed as a blotch on civiliza-  
tion ought to be.

**DEATH.**  
PETER—On 10th January, at Muirhead  
College, 204, Fort St. V. N. K. JOHN SMITH  
Pat. the father of Thomas Peter, Editor  
of the "South China Morning Post,"  
Hongkong. Deeply mourned.—By cable.

**Where Germany Has  
ERIE.**  
HONGKONG, TUESDAY, JAN. 12, 1915.

**THE CLAIM AGAINST THE  
GREEN ISLAND CEMENT CO.**

Mr. Eldon Potter, counsel for plaintiffs,  
commenced before the High Court to-  
day the first address in the action be-  
tween the Man Shing Lee firm of ship  
builders and the Green Island Cement  
Company which has occupied the Chief  
Justice in the Supreme Court for some  
days. Plaintiffs claim was for \$3,816 for  
work done and materials supplied on the  
defendant company's steamship "Cling  
Chow," and the defence pleaded was that  
defendants never employed the Man Shing  
Tung Yick, whom they paid for the work.

Witnesses for the defence spoke to the  
plaintiff having been introduced to Capt.  
Arthur, defendants marine superintendent  
(who was said to have given the verbal order)  
containing the Man Shing Lee firm, but Mr. Potter  
that they had mistaken him for Wong Lee,  
who was actually Tung Yick's foreman.  
Assuming that plaintiff did stand by while  
he was introduced as the Tung Yick com-  
pany's foreman it would be merely evidence  
of holding out, and this had not been  
at all extraordinary for a Chinese to stand  
by and pass no remark in such cir-  
cumstances.

Shipping on the coast continues good  
and rates are being well maintained espe-  
cially in the south where the demand for  
tonnage is greater than the supply, says  
"Shipping and Engineering," Shanghai.  
For New York, via Suez and Panama, cargo  
is also plentiful and the five vessels on  
the berth, up to the end of January, are  
reported to be fully booked up. Liners in  
the home trade are picking up excep-  
tionally good cargoes, including large quantities  
of holding out, and this had not been  
at all extraordinary for a Chinese to stand  
by and pass no remark in such cir-  
cumstances.

Several old Hongkong residents returned  
to the Colony today by the "Kashima  
Maru." The list of passengers will be  
found on page 8.

**THE CLAIM AGAINST THE  
GREEN ISLAND CEMENT CO.**

Mr. Eldon Potter, counsel for plaintiffs,  
commenced before the High Court to-  
day the first address in the action be-  
tween the Man Shing Lee firm of ship  
builders and the Green Island Cement  
Company which has occupied the Chief  
Justice in the Supreme Court for some  
days. Plaintiffs claim was for \$3,816 for  
work done and materials supplied on the  
defendant company's steamship "Cling  
Chow," and the defence pleaded was that  
defendants never employed the Man Shing  
Tung Yick, whom they paid for the work.

Witnesses for the defence spoke to the  
plaintiff having been introduced to Capt.  
Arthur, defendants marine superintendent  
(who was said to have given the verbal order)  
containing the Man Shing Lee firm, but Mr. Potter  
that they had mistaken him for Wong Lee,  
who was actually Tung Yick's foreman.  
Assuming that plaintiff did stand by while  
he was introduced as the Tung Yick com-  
pany's foreman it would be merely evidence  
of holding out, and this had not been  
at all extraordinary for a Chinese to stand  
by and pass no remark in such cir-  
cumstances.

Shipping on the coast continues good  
and rates are being well maintained espe-  
cially in the south where the demand for  
tonnage is greater than the supply, says  
"Shipping and Engineering," Shanghai.  
For New York, via Suez and Panama, cargo  
is also plentiful and the five vessels on  
the berth, up to the end of January, are  
reported to be fully booked up. Liners in  
the home trade are picking up excep-  
tionally good cargoes, including large quantities  
of holding out, and this had not been  
at all extraordinary for a Chinese to stand  
by and pass no remark in such cir-  
cumstances.

Several old Hongkong residents returned  
to the Colony today by the "Kashima  
Maru." The list of passengers will be  
found on page 8.

**THE CLAIM AGAINST THE  
GREEN ISLAND CEMENT CO.**

Mr. Eldon Potter, counsel for plaintiffs,  
commenced before the High Court to-  
day the first address in the action be-  
tween the Man Shing Lee firm of ship  
builders and the Green Island Cement  
Company which has occupied the Chief  
Justice in the Supreme Court for some  
days. Plaintiffs claim was for \$3,816 for  
work done and materials supplied on the  
defendant company's steamship "Cling  
Chow," and the defence pleaded was that  
defendants never employed the Man Shing  
Tung Yick, whom they paid for the work.

Witnesses for the defence spoke to the  
plaintiff having been introduced to Capt.  
Arthur, defendants marine superintendent  
(who was said to have given the verbal order)  
containing the Man Shing Lee firm, but Mr. Potter  
that they had mistaken him for Wong Lee,  
who was actually Tung Yick's foreman.  
Assuming that plaintiff did stand by while  
he was introduced as the Tung Yick com-  
pany's foreman it would be merely evidence  
of holding out, and this had not been  
at all extraordinary for a Chinese to stand  
by and pass no remark in such cir-  
cumstances.

Shipping on the coast continues good  
and rates are being well maintained espe-  
cially in the south where the demand for  
tonnage is greater than the supply, says  
"Shipping and Engineering," Shanghai.  
For New York, via Suez and Panama, cargo  
is also plentiful and the five vessels on  
the berth, up to the end of January, are  
reported to be fully booked up. Liners in  
the home trade are picking up excep-  
tionally good cargoes, including large quantities  
of holding out, and this had not been  
at all extraordinary for a Chinese to stand  
by and pass no remark in such cir-  
cumstances.

Several old Hongkong residents returned  
to the Colony today by the "Kashima  
Maru." The list of passengers will be  
found on page 8.

**THE CLAIM AGAINST THE  
GREEN ISLAND CEMENT CO.**

Mr. Eldon Potter, counsel for plaintiffs,  
commenced before the High Court to-  
day the first address in the action be-  
tween the Man Shing Lee firm of ship  
builders and the Green Island Cement  
Company which has occupied the Chief  
Justice in the Supreme Court for some  
days. Plaintiffs claim was for \$3,816 for  
work done and materials supplied on the  
defendant company's steamship "Cling  
Chow," and the defence pleaded was that  
defendants never employed the Man Shing  
Tung Yick, whom they paid for the work.

Witnesses for the defence spoke to the  
plaintiff having been introduced to Capt.  
Arthur, defendants marine superintendent  
(who was said to have given the verbal order)  
containing the Man Shing Lee firm, but Mr. Potter  
that they had mistaken him for Wong Lee,  
who was actually Tung Yick's foreman.  
Assuming that plaintiff did stand by while  
he was introduced as the Tung Yick com-  
pany's foreman it would be merely evidence  
of holding out, and this had not been  
at all extraordinary for a Chinese to stand  
by and pass no remark in such cir-  
cumstances.

**LOSS OF THE P. & O.  
S.S. "NILE"**

**SUNK IN THE INLAND SEA.**  
News reached the Colony telegraphi-  
cally last night of the loss of the P. & O.  
intermediate steamer Nile in the  
Inland Sea.

No details of the accident have yet  
come to hand, but it is satisfactory to  
know that no loss of life has occurred,  
all the passengers and crew having been  
saved by the Japanese steamer Fukujin  
Maru.

The first intimation of the disaster  
reached the Mitsuhashi station in the  
Inland Sea by wireless from the Fukujin  
Maru, and the Japanese Post Office offi-  
cials transmitted the news to the Hong-  
kong agent of the Company, the Hon.  
Mr. E. A. Hewitt, C.M.G., who imme-  
diately showed a "China Mail" repre-  
sentative the message, which reads:—  
"Your steamer Nile sunk. Crew and  
passengers saved. Will arrive to-morrow  
morning at Kobe."

In the absence of particulars of the  
accident it is conjectured that the steamer  
either went ashore in a fog or struck an  
underwater rock. Whatever happened she  
appears to have sunk fairly rapidly, for  
a Hongkong relative of one of the officers  
received a cable, yesterday asking for clothes  
and money to be sent to him at once.

Mr. Hewitt informs us that there were  
no Hongkong passengers on board.  
The steamer left Hongkong on January  
11, was due at Kobe on the 11th and  
should have left that port on the 10th.

The Nile was a 4,000-ton steamer,  
built at 1,000 tons net, built by  
Messrs. Caird and Co., Greenock, in  
1906 for the P. & O. Co. She was,  
of course, well-known in Hongkong,  
where she had called regularly for many  
years.—Ed.

**NEWS OF THE DAY.**

**LOCAL AND GENERAL.**

The Langkat Output on the 10th inst.

was 204 tons.

Three dead bodies have been re-  
moved to the Public Mortuary from the  
San Shui Po district. In each case, it  
is reported, death was due to natural  
causes.

A carpenter living at 5, Elgin  
Street, has reported to the Police that  
some person who entered his house by  
forcing the bolt of the back door, stole  
clothing and money to the value of \$230.

It is understood that the ice-breaker  
now being built by the Shanghai Dock and  
Engineering Company for service at Vlad-  
ivostok will be one of the largest in the  
world and will be equipped with the most  
modern appliances for breaking a path  
through thick ice.

The China Navigation Company's  
steamer Chienkang, Captain P. H. Cowan,  
arrived here on her first voyage on Decem-  
ber 28 and left again for Hankow on the  
following morning. In appearance she  
resembles the Company's steamer Chusan  
but, with her sister ship the Chienkang,  
was built at the Taikeo Dockyard, Hong-  
kong.—"S. and E." Shanghai.

Mr. Denman Fuller, the Cathedral  
organist, gave a recital at St. John's last  
evening and had the assistance of Mr.  
C. E. P. Hay, who sang with nice expres-  
sion Mendelssohn's recitatives and airs "Draw  
Nearer, My Friend, to Jesus" and "I Go On My  
Way." Mr. Fuller's organ solos, which he  
performed in his usual masterly style, were  
Pascaglia (Dach), Prayer and Credo Song  
(Goldman), Watchman's Song (Greig)  
(Goldman), Dream of Gerontius (E. Elgar) and  
Puccini (Wilson).

A collision occurred in the Red Sea  
on November 8 between the steamers  
Daron Inverness and African Monarch,  
homeward bound from the Far East, that  
resulted in the sinking of the African  
Monarch. The collision took place about  
100 miles north of Jeddah and the African  
Monarch, which was damaged,  
arrived at Port Said, where a  
survey was held. The Salvage Association  
reported that little damage had been sus-  
tained by the cargo of the African Monarch.

There were few Hongkong people who  
did not know Meitz, the Hon. Mr. E. A.  
Hewitt's dog, who died last night at  
his remarkable age, for a dog, of 12 years.  
Formerly owned by the Austrian Consul  
in Shanghai, he passed into the possession  
of Mr. Hewitt some eleven years  
ago, and when the new muzzling order  
came into force set the fashion in the  
new familiar humane muzzles, which were  
introduced into the Colony by her master  
and were adopted by most people who  
care for the welfare of their pets.

The ice-breaker Meiling, which left  
Shanghai on December 17 in command of  
Captain O'Kane for Tientsin, arrived there  
after an uneventful passage on December  
21. At Tientsin she was met by the  
officials of the Haiho Conservancy who  
went up to Tientsin in the ship and were  
delighted with the easy manner in which  
she cut her way through seven inches of  
ice, making the journey from Shanghai to  
Tientsin in three and half hours.

The vessel is the largest ice-breaker at  
Tientsin, being 123 ft. in length and 30 ft.  
in breadth. She is fitted with a large tank  
forward which, when the vessel's bow rests  
on thick ice without breaking it, can be  
filled with seawater and emptied in the same  
time, thus crushing the ice and breaking  
it into too thick to be broken by the power  
of her engines.

The ice-breaker Meiling, which left  
Shanghai on December 17 in command of  
Captain O'Kane for Tientsin, arrived there  
after an uneventful passage on December  
21. At Tientsin she was met by the  
officials of the Haiho Conservancy who  
went up to Tientsin in the ship and were  
delighted with the easy manner in which  
she cut her way through seven inches of  
ice, making the journey from Shanghai to  
Tientsin in three and half hours.

The vessel is the largest ice-breaker at  
Tientsin, being 123 ft. in length and 30 ft.  
in breadth. She is fitted with a large tank  
forward which, when the vessel's bow rests  
on thick ice without breaking it, can be  
filled with seawater and emptied in the same  
time, thus crushing the ice and breaking  
it into too thick to be broken by the power  
of her engines.

The ice-breaker Meiling, which left  
Shanghai on December 17 in command of  
Captain O'Kane for Tientsin, arrived there  
after an uneventful passage on December  
21. At Tientsin she was met by the  
officials of the Haiho Conservancy who  
went up to Tientsin in the ship and were  
delighted with the easy manner in which  
she cut her way through seven inches of  
ice, making the journey from Shanghai to  
Tientsin in three and half hours.

The vessel is the largest ice-breaker at  
Tientsin, being 123 ft. in length and 30 ft.  
in breadth. She is fitted with a large tank  
forward which, when the vessel's bow rests  
on thick ice without breaking it, can be  
filled with seawater and emptied in the same  
time, thus crushing the ice and breaking  
it into too thick to be broken by the power  
of her engines.

The ice-breaker Meiling, which left  
Shanghai on December 17 in command of  
Captain O'Kane for Tientsin, arrived there  
after an uneventful passage on December  
21. At Tientsin she was met by the  
officials of the Haiho Conservancy who  
went up to Tientsin in the ship and were  
delighted with the easy manner in which  
she cut her way through seven inches of  
ice, making the journey from Shanghai to  
Tientsin in three and half hours.

The vessel is the largest ice-breaker at  
Tientsin, being 123 ft. in length and 30 ft.  
in breadth. She is fitted with a large tank  
forward which, when the vessel's bow rests  
on thick ice without breaking it, can be  
filled with seawater and emptied in the same  
time, thus crushing the ice and breaking  
it into too thick to be broken by the power  
of her engines.

The ice-breaker Meiling, which left  
Shanghai on December 17 in command of  
Captain O'Kane for Tientsin, arrived there  
after an uneventful passage on December  
21. At Tientsin she was met by the  
officials of the Haiho Conservancy who  
went up to Tientsin in the ship and were  
delighted with the easy manner in which  
she cut her way through seven inches of  
ice, making the journey from Shanghai to  
Tientsin in three and half hours.

The vessel is the largest ice-breaker at  
Tientsin, being 123 ft. in length and 30 ft.  
in breadth. She is fitted with a large tank  
forward which, when the vessel's bow rests  
on thick ice without breaking it, can be  
filled with seawater and emptied in the same  
time, thus crushing the ice and breaking  
it into too thick to be broken by the power  
of her engines.

**A CONTESTED SIGNA-  
TURE.**

**A MONEY-LENDING CASE.**  
An action in which the opinion of a  
student of handwriting was taken came  
before the Puitsau Judge in the Summary  
Court this morning. An Indian money-  
lender named Oyger Singh sued two  
youths J. V. Mendoza and R. V. Men-  
doza to recover \$500 said to have been  
lent on I.O.U.'s which defendants denied  
having signed.

It was mentioned during the case that  
R. V. Mendoza is not now in the Colony.  
Mr. C. A. S. Russ (of Mr. J. H.  
Gardiner's office) who represented the  
plaintiff at the last hearing called Mr.  
E. R. Dovey of the Government Analyst's  
office who makes a study of handwriting  
to give his opinion on the contested docu-  
ments. The hearing was adjourned to  
allow Mr. Dovey to make a minute  
examination of all the documents pro-  
duced. To-day he said he was of opinion  
after an examination in which he took  
some hundreds of measurements, that the  
suspected documents could not have  
been written by R. V. Mendoza or by  
an unknown third person. All the evi-  
dence was against it being an attempted  
forgery, and he was of opinion that it  
was written by J. V. Mendoza. The  
probabilities in favour of this opinion  
were over a million to one. Forgery was  
complicatedly easy to detect, but the  
difficulties were increased if the forger  
was an expert.

In answer to Mr. G. K. Hall Drutson  
(for the defence) the witness repeated  
his opinion that the contested I.O.U. was  
in the same handwriting as the other  
I.O.U.'s which J. V. Mendoza admitted  
having signed. He admitted that an  
expert could not positively state that  
two documents were written by the same  
hand, but he qualified this by the state-  
ment that he could say that the chances  
were a million to one against their being  
different.

His Lordship observed that it amount-  
ed to this: He had the evidence of the  
money-lender that he lent the money  
and that defendant signed the document,  
the evidence of defendant who said that  
he knew nothing about it, and the evi-  
dence of Mr. Dovey who expressed the  
opinion that the document was in the  
handwriting of J. V. Mendoza.

In his address Mr. Drutson submitted  
that plaintiff's conduct in this case was  
peculiar inasmuch as when he commenced  
an action against J. V. Mendoza last June  
to recover \$500 he did not mention that  
this sum of \$500 was owing. If this  
amount had been owing he would have  
sued for the two sums together.

His Lordship observed that Indians did  
not always sue at one time for the whole  
amount owing but for some could reason  
kept a bunch of I.O.U.'s up their sleeve.

Mr. Drutson thought the evidence  
pointed to the fact that there was a  
considerable sum of money owing by R.  
V. Mendoza to plaintiff, and he having  
gone away plaintiff looked round to see  
how he could get the return of his money.  
J. V. Mendoza, the small boy had paid  
before, and plaintiff probably thought he  
would pay again.

"Would this money be lent to a boy  
15 years of age?" Mr. Drutson asked.  
"Would any money-lender lend a boy of  
15 \$500?" The whole of the probabili-  
ties were against the plaintiff. Here was  
a boy earning no salary, and living with  
his mother and the money-lender said  
he would look to him for repayment and  
take his signature.

His Lordship remarked that one did  
not always know what was in the mind  
of a money-lender.

Mr. Drutson submitted that taking the  
evidence as it stood without the evidence  
of the expert his Lordship could believe  
the story of defendant that he never bor-  
rowed the money. Mr. Dovey said that  
no expert could positively say two writ-  
ings were by the same hand. There was  
no evidence at all regarding R. V. Men-  
doza's signature. It was not likely that  
J. V. Mendoza would have put in docu-  
ments bearing his admitted signature for  
the other side to make use of against him  
if he had signed the I.O.U.

Mr. Russ also addressed the Court.  
His Lordship, in awarding judgment  
for plaintiff, said it seemed to him that  
the evidence of plaintiff and defendant  
neutralised each other. The expert had  
gone into the matter at great length and  
he did not think he could refuse to be  
guided by him. He had explained his  
system and said that the probabili-  
ties were a million to one that defendant  
signed the note and he did not see how  
one could get over that. He was quite  
willing that in order for instalments  
should be made.

His Lordship eventually made an order  
for instalments of \$2 a month to be  
paid by arrangement between the two  
solicitors.

While coming alongside the Kinleyuan  
winches on December 31 the C.M. steamer  
Anping, which was in ballast, was blown  
by the strong N.E. wind into the wharf,  
foaling the dredger which was at work  
there and sinking two mud screws. Her  
stem also fouled the bow of the Heinyu,  
which was lying at the wharf, damaging  
her hull and one of the after boats.

Beyond some rails bent on her forecastle  
head, the Heinyu sustained no damage,  
while the deckhouse of the dredger was  
damaged.—"S. and E." Shanghai.

**GROUP.**  
Every young child is susceptible to  
croup. Don't wait until this dreadful  
disease attacks your little one before you  
prepare for it. Home is the night when  
croupier's shops are usually closed, and this  
alone should be a warning. Get and keep  
Chamberlain's Cough Remedy on hand. It  
never fails, acts quickly and is absolutely  
safe for sale by all Chemists and  
Storekeepers.

**DO YOU COUGH?**  
DON'T overstrain the fine membrane of  
your throat in trying to dislodge the  
phlegm. Chamberlain's Cough Remedy  
will accomplish this for you, and cure the  
cold that is causing it. For sale by all  
Chemists and Storekeepers.

**SPORTING.**  
**ASSOCIATION FOOTBALL.**

**HONGKONG F.C. STAFF AND DEPART-  
MENTS.**  
The Hongkong F.C. will play the Sui  
and Departments on the Club ground at  
Happy Valley on Wednesday, play to  
commence at 4.45 p.m. sharp. The club  
will be represented by R. C. Farlow; A.  
Hamilton and M. Ballin; Whitmarsh,  
Stewart, and W. B. Raper; N. V.  
Croucher, J. Wood, J. Fraser, J. Shalk,  
and P. W. A. Wilkie. Those unable to  
play are requested to inform the Captain  
as early as possible.

**Hongkong Football League.**  
The following matches are arranged for  
the current week:  
Wednesday: Queen's College v. St.  
Joseph's College, Club ground 3.0 p.m.  
Reference: Mr. F. W. Eager, Confucians  
v. University, Navy Ground 4.15 p.m.  
Reference: Mr. A. Wilson.  
Saturday: R.G.A. v. Navy, Mill Ground  
4.15 p.m. Reference: Mr. F. W. Eager.  
Confucians v. Lusitano, Navy Ground 2.45  
p.m. Reference: Mr. E. Tyler. Queen's  
College v. Victoria Rangers, Mill Ground  
2.45 p.m. Reference: Mr. F. W. Eager.

**LAUNCH TABLETS TO DATE.**  
DIVISION I.  
R.G.A. 3 2 0 0 4  
Navy 5 1 2 2 4  
Club 4 1 2 1 3  
Police 4 0 1 3 3

**PRIVATE BUOYS AND  
MOORINGS.**  
The Chamber of Commerce has received  
the following letter from the Hongkong  
Government with reference to the above:—  
Colonial Secretary's Office,  
Hongkong, 2nd Dec. 1913.

Sir,—I am directed to acknowledge the  
receipt of your letter of the 19th ultimo  
protesting, on behalf of the Committee of  
the Hongkong General Chamber of  
Commerce against the acquisition by  
Government of the private moorings in the  
harbour for ocean going vessels, and  
suggesting an alternative scheme.

2. In reply I am to state that the sug-  
gested compromise is impracticable since  
it would render impossible the classification  
and co-ordination of moorings, upon which  
the success of the scheme proposed by the  
Government depends.

3. Under this scheme very little  
signalling will be required. Masters of  
vessels will know what anchorage they  
have to proceed to, and the particular  
buoys assigned to them can be easily  
signalled from Green Island or Cape Collinson,  
either of which must be passed at  
close distance, and even marked by the  
House flags of the agents or owners of the  
vessels. Moreover many ocean going  
steamers make use of pilots on entering  
the port. These can be instructed before-  
hand.

4. The estimates of the Government  
relating to the cost of the scheme are  
based on the advice of practical men of  
experience. It is true that the expenses  
of certain shipping firms may be slightly  
increased, but on the other hand those  
of other firms will probably be  
diminished, and in any event the  
accommodation of the port will be much  
improved. The Government is confident  
therefore that the adoption of the scheme  
is likely to attract, rather than to dis-  
courage, an increasing use of the port by  
ocean going steamers.

5. A copy of your letter under reply is  
being sent to the Secretary of State for the  
Colonies.

I am, Sir,  
Your obedient servant,  
(Sgd) CLAUD SEVERN,  
Colonial Secretary.

**"BELGIAN FLEIADERS."**  
Masterlinck's Appeal.

Mr. Maurice Masterlinck, in the light  
of what has happened to Louvain,  
Mullaux, Tervuren, Liège, Dinant,  
Sierport and Ypres, suggests that the  
Allies should appeal to the United States  
and Italy to stop the destruction of  
Ghent, Bruges, Brussels, and Antwerp,  
which he beautifully calls the Belgian  
Fleaiaders.

Can you, he asks the neutral Powers,  
stand aside and see a corner of the earth  
where any stone some of the world's  
choicest treasures destroyed? The most  
heroic armies have done their best to  
defend it. The enemy is about to re-  
pass through it and who can doubt that  
he will continue to devastate everything  
that lies in his path. Italy, at least,  
owes us this much. And as for America,  
it surely represents better than any other  
nation, the future of all races. Those  
two nations must save one of the cen-  
tred territories the world cannot  
afford to lose.















